

OKC - 1479
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24 March 1961

MEMORANDUM FOR : The Record
SUBJECT : Status - JT11D-20 Engine Controls Problems
REFERENCE : (a) OKC-1298 dated 7 February 1961,
"Engine Program Review"

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1. The purpose of this report is to summarize subject problems, surfaced by reference (a) memorandum and to present their breakdown as indicated in discussions held in Florida with Pratt & Whitney and [redacted] on 7 and 15 March 1961.

2. Subject problems involve the main and afterburner fuel controls and are limited to those major problems which have already or will tend to delay the engine program without expeditious resolution. Attachment 1 presents a summary breakdown of each problem for each control with its significance, corrective action, and progress as of 7 March 1961.

(a) The main fuel control comprises nine problems of which at least six would preclude flight operation. Corrective action or investigation for corrective action is underway on all problems. Corrective action design completion for all problems is targeted no later than 31 May 1961.

(b) The afterburner fuel control comprises six problems of which at least four would preclude flight operation. Corrective action or investigation for corrective action is underway on all problems. Corrective action design completion for all problems is targeted no later than 30 April 1961.

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(c) For consistency, problems are titled and listed in the order (on Attachment 1) as presented by [redacted]. The order of importance is listed (with the number 1 indicating the most important) and represents opinion only.

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3. (a) The effect of those problems upon the program to date has been to seriously impair engine endurance and calibration running time. By means of jury-rig fixes engines are now running, however, it is felt that the engine preliminary flight rating test scheduled for May 1961 will be delayed to July or August 1961. In terms of total engine hours, the preliminary flight rating test (PFST) is approximately 400 hours away. In order to PFST in July, total engine time must accumulate at the rate of about 25 hours/week. A July PFST would be compatible with September I-engine delivery.

(b) The effect upon the program in the future will depend upon design resolution and how fast the corrective designs can be reflected in hardware.

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4. In order to cope with the problems a [redacted] engineering group comprising three junior and one senior engineer is now resident at Pratt & Whitney, Florida. Seven control test benches in [redacted] are in operation around the clock six days per week. Six test benches at Pratt & Whitney, Florida, are on the same schedule. Ninety engineers (shop not included) are assigned to the problem at [redacted]

5. For monitoring purposes, it has been requested that the writer be furnished up to date progress charts for each control and their separate problems biweekly, and engine control time accumulation at least monthly. Total engine time accumulation is currently listed in weekly reports. It is understood that the first progress charts subsequent to that reported herein will be available for the 30 March Supplier's Meeting.

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[redacted]
Development Branch
DDO-DO/P

Attachment 4

As cited

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